

# Knowledge, Attitude and Practice of First Aid Among Commercial Drivers: a Case Study of Commercial Drivers at the Central Motor Park, Itam, Uyo, Akwa Ibom State

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## Research

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# Abstract

One hundred commercial drivers were randomly selected from the Central Motor Park, Itam, Uyo, the capital city of Akwa Ibom State in Nigeria to assess the level of knowledge, attitude and practice of first aid among the commercial drivers in the park. A questionnaire made up of two parts was used. Part A sought the demographic information while Part B sought information on knowledge, attitude and practice of first aid among commercial drivers. Three hypotheses were formulated to guide the study. Data were analyzed using chi-square statistics. The results revealed positive attitudes among the drivers towards the practice of first aid. However, the results also revealed poor knowledge and practice of first aid among the drivers. Recommendations were made for commercial drivers to be involved in first aid training programme organized periodically by the state government and transport companies. Also recommended is the inclusion of first aid training in the driving school curriculum.

## Introduction

First aid is described as a form of treatment given to an ill or injured person by non-medical person(s) in order to prevent degradation of any health threatening situation, which is aimed at saving life and also contributes to the treatment process, before the arrival of a professional medical care practitioner (Joseph, Kumar, Babu, Nelliyanil and Bhaskaran, 2014). It is a treatment for the purpose of preserving life and minimizing the consequences of injury and illness until professional help comes from a trained health care giver or medical practitioner. According to Joseph et al (2014) and Swetha, Suchira & Sahana (2015), the main purpose of first aid is to relieve pain and prevent the affected individual condition from worsening until the arrival of health care givers.

In Nigeria, reports of road traffic related accidents have continued to pose serious socio-economic problems. Akpoghomeh (2012) explained that a road traffic accident is a mishap, or a chance of events on the road which usually leads to injuries, damages to life and properties or death. Reports have shown that over 1.2 million people are killed in road related crashes around the world annually and as many as 50 million are injured, (Gururaj, 2011; Akpoghomeh, 2012; WHO 2012). A total of 65% of these incidences usually involve adults while about 35% often time involved children (WHO, 2004). The World Health Organization, WHO (2012) also estimated that these figures will likely increase by about 65% by 2050 unless there is new commitment to ensuring decreases in future occurrences and prevention.

It is believed that some of the deaths could be prevented if the drivers have basic first aid knowledge. The Federal Road safety Corps (2011) stated that in Nigeria, there are 35 cars per kilometer of road, indicating inadequate road network which leads to over 4,700 crashes annually (FRSC, 2011). They further stated that there are about 4 casualties (killed and injured) in each crash. With this magnitude of road related incidences, it becomes imperative for driver to know the basic principles and procedures of first aid. Hence, the first aider should be equipped with positive attitude and be prepared to help during casualties. The first aider should also have the adequate knowledge as well as basic skills about what to do, especially by encouraging and reassuring the victims (Deepak & Nayak, 2012), to avoid panic.

In most road related accidents, the first responders are usually other drivers. Olugbenga-Bello et al (2012) affirmed that in Nigeria, most times, the first person on the scene of accidents is likely to be another driver; hence they are the ideal population to be singled out for first aid training. Many experts believe that even a limited understanding of first aid would be an invaluable service to individuals who find themselves in emergency situations (Semwal et al. 2013). It is imperative to stress that proper first aid activities administered by non-medical personnel increases the chances of survival of a victim. Therefore, looking on the scale of road accidents and other related injuries, it is necessary to assess the citizens' ability to give first aid, especially motor drivers who are likely the first responders in road traffic accidents. It is against this background that this study will investigate the knowledge, attitude and practice of first aid among commercial drivers at the Central Motor Park, Itam, Uyo, Akwa Ibom State, Nigeria.

## **Materials And Methods**

The method employed is described as follows:

### **Description of the Study Area**

The study area is the Central Motor Park, Itam. It is located within Uyo metropolis, the capital city of Akwa Ibom State. It is a major park in the city where commercial drivers operating within and outside state, load and offload goods and passengers. There are over a hundred functioning vehicles comprising of buses, cars, luxuries, trucks and so on. It is one of the busiest parks in Uyo, the capital city of Akwa Ibom State; a state whose major means of transportation is by road.

### **Research Hypotheses**

1. Drivers are not significantly knowledgeable about first aid.
2. Drivers do not significantly practice first aid.
3. Attitude of drivers towards the practice of first aid is not positive.

### **Research Design**

This is a descriptive survey research design which aimed at exploring the knowledge, attitude and practice of first aid among commercial drivers at the Central Motor Park, Itam, Uyo, Akwa Ibom State.

### **Population of the study**

The target population for this study was made up of drivers from the Central Motor Park, Itam, Uyo, Akwa Ibom State of Nigeria.

### **Sampling Technique**

A random sampling procedure was adopted for the study, with a total of 100 drivers being randomly selected. All the units in the park were grouped into five. The units were Northern route, Eastern route,

Western route, Southern route and Intra-state route. Twenty drivers were selected from each unit, giving a total of 100 drivers who participated in the study.

### **Data Collection Instrument**

The instrument used for data collection was a Likert scale questionnaire which consisted of two parts. Part A obtained the demographic information while part B consisted of questions on the knowledge, attitude and practice of first aid among the commercial drivers.

### **Data Collection Procedure**

The questionnaire was administered personally to the respondents in their respective units to minimize the chances of loss. The drivers were instructed to tick where appropriate and to react freely, independently and honestly. The return rate of the questionnaire was 100% while the exercise took one day.

### **Data Analysis Plan**

The data was presented in tables based on each of the hypotheses. The researcher adopted the chi-square ( $\chi^2$ ) analysis. The hypotheses were all tested at 0.05 level of significance.

### **Analysis of Data and Discussion**

Table 1: Sex of Drivers

Sex	Frequency	percent
Male	100	100
Female	0	0
Total	100	100

Table 1 indicates that 100% of the respondents were male.

Table 2: Age of drivers

Age (in years)	Frequency	Percent
18 – 29	15	15
30 – 49	45	45
50 – 59	35	35
60 and above	5	5
Total	100	100

Table 2 indicates the age of the drivers, thus; 15 (15%) were within the age of 18-29 years. 45 (45%) were within ages 30-49 years, 35 (35%) were within the ages of 50-59 years, while 5 (5%) were above 60 years.

Table 3: Educational Qualification of the Drivers

Qualification	Frequency	Percent
FSLC	30	30
SSCE	41	41
OND/NCE	17	17
HND/B.Sc/B.A/B.Ed	12	12
Total	100	100

Table 3 indicates that 28 (28%), 39 (39%), 12 (12%) and 6 (6%) had first school leaving certificate, secondary school examination certificate, Ordinary National diploma/National Certificate in Education and Higher National Diploma/Bachelor's degree respectively.

Table 4: Years of Experience of Drivers

Years of experience	Frequency	Percent
1 – 5 years	10	10
6 – 10 years	15	15
11 – 15 years	39	39
15 years and above	36	36
Total	100	100

Table 4 indicates that 5 (5%), 15 (15%), 48 (48%) and 22 (22%) of respondents had 1-5 years, 6-10 years, 11-15 years and 15 and above years of experience, respectively.

Table 5: Marital status of the Drivers

Marital status	Frequency	Percent
Married	63	63
Single	12	12
Divorced	19	19
Widowed	6	6
Total	100	100

Table 5 indicates that 63 (63%), 12 (12%), 19 (19%) and 6 (6%) of the respondents were married, single, divorced and widowed respectively.

#### Hypothesis 1: Drivers Are Not Significantly Knowledgeable about First aid

Table 6 presents the results of chi-square analysis of scores on knowledge of drivers about first aid. A test of hypothesis revealed that the calculated chi-square ( $\chi^2$ ) value of 2.789 was less than the critical value of 3.84 with 1 degree of freedom at 0.05 level of significance. Hence, the null hypothesis was accepted. Thus, the drivers are not significantly knowledgeable about first aid.

Table 6: Analysis of Respondents on knowledge of First aid

Statement	Strongly agree	Agree	Strongly disagree	Disagree	Total
I know the meaning of first aid	18	20	25	37	100
I know the contents of a first aid box and their uses	10	18	42	30	100
I have been trained on first aid	5	7	48	40	100
I know that first aid can save life	18	25	35	22	100
Total	51	70	150	129	400

#### Hypothesis 2: Drivers Do Not Significantly Practice First Aid

Table 7 presents the results of chi-square analysis of scores on drivers' practice of first aid. A test of hypothesis revealed that the calculated chi-square ( $\chi^2$ ) value of 3.11 was less than the critical value of 3.84 with 1 degree of freedom at 0.05 level of significance. Hence, the null hypothesis was accepted. Thus, the drivers do not significantly practice first aid.

Table 7: Analysis of Respondents on Drivers' practice of First aid

Statement	Strongly agree	Agree	Strongly disagree	Disagree	Total
I always have first aid kits in my vehicle	2	2	41	55	100
I have helped to save an accident victim	14	6	53	27	100
I can administer first aid on a victim	5	4	51	40	100
I can use the contents of a first aid kit to save a victim	3	6	47	44	100
Total	24	18	192	166	400

### Hypothesis 3: Attitude of Drivers Towards the practice of First Aid Is Not Positive

Table 8 presents the results of chi-square analysis of scores on drivers' attitude towards the practice of first aid. A test of hypothesis revealed that the calculated chi-square ( $\chi^2$ ) value of 9.03 was greater than the critical value of 3.84 with 1 degree of freedom at 0.05 level of significance. Hence, the null hypothesis was rejected. Thus, the attitude of drivers towards the practice of first aid is positive.

Table 8: Analysis of Respondents on Drivers' attitude towards the practice of First aid

Statement	Strongly agree	Agree	Strongly disagree	Disagree	Total
I feel every driver should have first aid training	40	32	11	17	100
I am willing to administer first aid to an accident victim whenever the need arises	30	45	14	11	100
I think accident victims should not be left for healthcare personnel alone	49	35	9	7	100
I feel first aid skills and knowledge should be a requirement for driving jobs	20	40	30	10	100
<b>Total</b>	<b>139</b>	<b>152</b>	<b>64</b>	<b>45</b>	<b>400</b>

## Discussion Of Results

The study was proposed to determine the knowledge, attitudes and practice of first aid among commercial drivers at the Central motor park, Itam, Uyo, Akwa Ibom State. Three hypotheses were formulated to test the level of knowledge of first aid among the commercial drivers, their attitudes towards first aid and their level of practice of first aid respectively. The results of the analysis revealed that majority of the drivers lacked significant knowledge of first aid. This was exemplified with the lack of knowledge on the meaning of first aid and the contents of a first aid kit noted among the majority. The results also revealed that the drivers did not significantly practice first aid. Almost all of them lacked first aid kits in their vehicle and could not administer first aid. According to the results, the attitude of drivers towards the practice of first aid was positive. This supports a similar work done by Olugbenga-Bello et al (2012) which revealed that majority of the drivers felt first aid was necessary because it would help prevent unnecessary deaths and improve patient outcomes. Majority of them were of the opinion that first aid should not be the business of medical professionals alone, and were also willing to have first aid training.

### Summary

The study was on the knowledge, attitude and practice of first aid among commercial drivers at the Central motor park, Itam, Uyo, Akwa Ibom State. The following were discovered:

- That the majority of the drivers in the park were not knowledgeable about first aid.

- That the majority of the drivers do not practice first aid.
- That the majority of the drivers were willing to have first aid training and administer first aid on accident victims.
- That the majority of the drivers agreed that first aid should not be left for healthcare personnel alone.
- That first aid knowledge and skill should be a prerequisite for driving jobs.

## **Recommendations**

Based on the findings, the following recommendations were made:

1. The federal and state governments, through their respective ministries of transportation, transport companies, The Red Cross Society and other stakeholders should synergize and develop a first aid training programme contained in a national first aid manual for all road users.
2. First aid training should be part of the driving school curriculum.
3. The state government and transport companies should organize periodic first aid training for commercial drivers.
4. It should be made mandatory, just like fire extinguishers, to have first aid kits and first aid guide manual in all vehicles.
5. First aid training, first aid kits and a first aid manual should be prerequisite for the issuance of a driver's license.

## **Conclusion**

Road traffic accidents are usually unexpected and may result in casualties. Quick response to accident victims can reduce the effect of the crash and save life. Commercial drivers, due to their high presence on the roads, are likely to be the first responders to an accident scene, hence, the need for them to have adequate first aid knowledge and skills.

## **Declarations**

Ethics approval and consent to participate: NOT APPLICABLE

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